

# PLANE NEWS

FALL 2002

## RAMONA SETS OPS RECORD DURING PINES FIRE

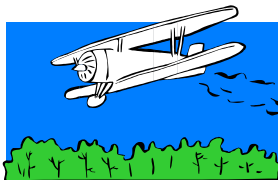
When the "Pines" wildfire roared through San Diego County's Laguna Mountains, Ramona Airport became a very busy place. Already the busiest aerial fire attack base in the country, Ramona set a record of 4,200 operations between July 29 and August 11.

Aircraft from the California Department of Forestry and the U.S. Forest Service spread retardant on the 62,000-acre blaze that destroyed 37 homes and endangered several dozens of others. Local residents were evacuated while crews fought the flames.

The fire moved quickly through dry brush in rugged terrain. S-2 and DC-4 aerial tankers were able to drop their loads and return to Ramona, one of eight airports owned by the San Diego County Department of Public Works. It is the only such fire fighting facility in the County and serves an area of 4,200 square miles including Cleveland National Forest, Anza-Borrego State Park, 18 cities in the County and unincorporated areas.



*U.S. Forest Service DC-4 aerial tanker returns to Ramona Airport after fighting fire in San Diego County mountains.*



## Who Do You Call?

San Diego County owns and operates eight airports. When you have a question, who should you call?

Here's a list of names and phone numbers for key contacts:

- General Information – Jennifer Kaylor 619.956.4800
- Airports Director – Rick Jenkins 619.956.4800
- Gillespie Field, Agua Caliente, Jacumba, Ocotillo – Noreen Crane 619.956.4800
- Ramona, Fallbrook, Borrego Valley – Richard Selinger 760.788.3366
- McClellan-Palomar – Floyd Best 760.431.4646
- Fallbrook on-site manager – Willie Vasquez 760.723.8395
- Borrego Valley on-site manager – Viki Cole 760.767.7415
- Media Relations, web site, *Plane News* – Bill Polick 858.495.5736

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## Maintenance Means Safety Is First

Whether it's patching pavement in 120 degree heat at Agua Caliente or replacing a runway light in biting winter winds at Ramona, County Airports seven-man maintenance team is there. Safety is their business—for airport users and staff.

"These guys can work on everything from high voltage electrical boxes to street sweepers," said new Maintenance Supervisor, Mike Carson, himself a veteran team member. "There's a lot of talent, knowledge and experience in this group."

Two crew members, Bob Oglesby and Al Belcher, are stationed at Palomar Airport full time. Carson and the rest of the crew, Ron Craddock, John Miller, Dennis Seevers and George Kalin, cover the seven other airports from their base at Gillespie Field.

Carson said that while each team member has special skills and training, it is shared with others so that every man knows how things need to be done. And those skills aren't just during normal working hours.

"This is a 24-hour job," Carson said. "When something happens in the middle of the night, we need to take care of it as fast as possible."



That means when an airport beacon light goes out at 3 a.m. or a rough landing at 9 p.m. gouges the runway surface, two crewmembers get there quickly and repair it. Carson said that two people are required for safety on almost every job. That's a need whether it's operating heavy equipment or working with electrical systems.

*County Airports maintenance staff at Gillespie Field. They are (l-r) Bob Oglesby, Al Belcher, George Kalin, Ron Craddock, John Miller and Dennis Seevers along with Supervisor Mike Carson.*

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## HOW YOU CAN REDUCE AIRPORT POLLUTION

You've seen those cute little drawings of ducks and dolphins above storm drains in your neighborhood. You know, the ones with the "We live downstream" message.

Those messages remind us that what we put down the drain ends up in rivers, streams, lakes and the ocean. You may not see those same drawings at your favorite airport, but the unspoken message is the same—what you dump in the drain pollutes the water.

As a pilot, aircraft owner or airport business person, you are responsible for preventing pollution when you store or work on your aircraft and federal, state and local laws have teeth that bite with serious fines.

What can you do? How do you protect yourself and your environment? A complete list of stormwater rules and regulations is available at County Airports headquarters and the chart below highlights things you can do.

Activity	Pollutant Source	Type of Pollutant	BMP*
Aircraft maintenance	Engine fluid spills, discarded maintenance materials	Engine fluids, dirt, sediment	Work inside building Drains with oil-water separator Use drip pans, have spill towels and absorbents handy
Aircraft fueling	Spills	Fuel	Have spill response equipment handy
Aircraft washing	Dirty water	Engine fluids, sediments	Use airport approved wash rack Wipe down aircraft instead of rinsing
Parts storage	Fluid leaks	Engine fluids	Store in covered space on surface that won't leak to ground

\* BMP = *Best Management Practices*—devices or processes that prevent pollutants from entering storm drains.

### Fordem at GFDC Helm

Rick Fordem is one of those down to earth guys with his heart in the sky. A commercial pilot for Federal Express, a recreational pilot with two Cessnas and a family that flies, Fordem chairs the Gillespie Field Development Council (GFDC).

"Our primary responsibility is to assist and direct Airports staff with the implementation and the development standards of a master plan for Gillespie Field," Fordem said. "My primary responsibility is the safety of our airport along with the other seven County airports."

When he emphasizes safety, he mentions making it safe through development standards, federal regulations and ensuring that he understands rules and regulations himself. He's made several trips to the FAA so that he can work with staff and airport users in following those rules.

Now, with his term nearly over, the eight-year GFDC veteran looks back at what's been accomplished the first nine months.

"I think there are two things, developing a trusting working relationship between the Council and staff, and the work we've done on the Planning Advisory Committee for the new master plan," he said.

He also sees the development of Royal Jet as a major step forward in improving Gillespie Field and the installation of a new instrument approach at the airport as other significant changes over the last few years.

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## Destination San Diego

### Bill Allen—Award-Winning Hangars, Museum, History

by Jessica Eslinger, Staff Writer

Bill Allen, aviation collector and founder of Allen Airways Flying Museum, has yet another accomplishment under his wing: the completion of a unique hangar project at Gillespie Field, earning him national honors in Metal Architecture Magazine's 2002 Design Awards.

Each unit of the 24-hangar project integrates 1930's "Golden Age of Aviation" architecture with individual flare. Hangars are metal and steel-framed with rolling doors and eave overhangs. Some are red and white, while others are painted gray, green or beige. Rooftops come in gable, gambrel and bowstring configurations, and each has windows strategically installed to allow the best possible view and natural lighting.

Allen and his architect, John Adams, designed the hangars for frequent flyers and airport regulars. Inside, owners have plenty of clear span hangar space, a hobby area, overnight crew quarters, heating and air conditioning. Outside each hangar is a tie down area for visiting planes, and patio and lawn areas for barbecues and parties.



"We basically sell the shell of the building," said Allen, "then the buyers construct the interior to suit their individual hangar needs."

"My goal was to fill this place with antique-ers," but we've worked really hard at getting owners who integrate well," he said.

Allen began leasing land at Gillespie Field in 1993 and has since accumulated roughly 11 acres, nine of which are developed.

His own hangar, which should be completed by October, houses luxurious meeting facilities – complete with projection screen and conference area, lounge, kitchenette, fireplaces, surround sound and mood lighting. The walls are stacked with aviation artifacts, and his wife and interior designer, Claudia, planned the facility's bold decorum.

In the east side of the facility, visitors can check out the Allen Airways Flying Museum. In addition to his extensive poster collection, 32 of which are featured in a traveling exhibit from the Smithsonian Institution, are half a dozen planes and 10,000 aviation antiques.

The hangar echoes with haunting music of a mid-twenties Nickelodeon piano. There are signs, flags, air medals, flight wings, dishes and hundreds of autographed books. An entire wall is adorned with British Air Force helmets and goggles on mannequin heads. From one drawer, Allen pulls a leather program from the "Hells Angels" movie premier. In a neighboring case, he points at a wristwatch, given to Rueben Fleet by Woodrow Wilson in 1918. Other artifacts boast past ownership by Amelia Earhart and Charles Lindbergh.

Of his six planes, the 1941 Boeing Stearman is the last airplane Steve McQueen owned. Allen's 1930 Stearman C3R is one of only five in the world and his 1929 Navy F4B1 Fighter is the only one in the world that can still fly.

Located at 2020 North Marshall Avenue in El Cajon, the hangar and museum are open to public and private reservations.

"I could never have accomplished this without Claudia," said Allen. "We've worked hard and we enjoy sharing what we have when we rent out our museum. The rewards are great, and so are the people we get to meet."



## Sound Impact

### Drawing a Line Between Local, Federal Control

By Russ Couchman

County Airport staff are often called upon to work with various groups on aircraft overflight and operational issues. These can be complex, and so we've developed this column to keep you posted on airport noise and jurisdictional issues.

The County of San Diego owns and operates eight airports, making it the largest general aviation airport system in the United States. Information about all County Airports can be found at [www.sdcdpw.org/airports](http://www.sdcdpw.org/airports).

A critical distinction must be made about the term "owns and operates." The County is responsible for airport grounds, revenues and administering master leaseholds. Aircraft under their own power and on active taxiways and runways, designated movement areas and in the air fall under the jurisdiction of the Federal Aviation Administration (FAA) which maintains control and responsibility for these aircraft. This is pivotal to understanding and explaining why aircraft pilots fly as they do.

The FAA protects this jurisdiction through a number of means to maintain the ability to route traffic as needed for separation and flow and so as not to impede national and international commerce.

Many of the County owned airports are part of the National Plan of Integrated Airport Systems (NPIAS). One NPIAS goal, anticipated before September 2001, is to meet the demand forecast for the 62 percent increase in passenger enplanements between 1997 and 2009. This increase in demand will be met through advances in technology and improved facilities. In contrast, during the late 70's and through the 80's many airports were either closed or their capacity artificially limited due to restrictions and curfews levied by local municipalities, governing bodies and citizen groups in an attempt to mitigate the impact of aircraft overflight concerns.

This trend severely impacted the national aviation system and caused Congress to put in place the *Airport Noise and Capacity Act of 1990 (ANCA)*.

*In ANCA Congress states that- "(1) aviation noise management is crucial to the continued increase in airport capacity; (2) community noise concerns have led to uncoordinated and inconsistent restrictions on aviation which could impede the national air transportation systems; (3) a noise policy must be implemented at the national level; (4) local interest in aviation noise management shall be considered in determining the national interest [partially via the FAA's Part 150 Noise Compatibility Study]."*

ANCA goes on to state that as a precondition, once federal monies are spent on noise issues or on increasing airport capacity, any noise and access restrictions must be reviewed by the FAA.

The airports owned and operated by the County of San Diego as public utilities may be eligible for state and federal grants via grant assurance agreements. These agreements guarantee airports will continue to provide unrestricted access to aircraft and that public access will not be restricted. County Airports are subject to regulation, legislation and contractual agreements to provide unrestricted access to its airports--yet the County also has a vested interest in maintaining quiet communities for its citizens. Those in charge within County government continue to make every effort to meet with with, understand and convey the concerns of both aviation users and property owners so that all parties can harmoniously co-exist.



## COMPASS POINTS

### What You Should Know About Stormwater Pollution

Those of you who spend time at any of our eight County of San Diego airports have probably noticed airport staff's increasing efforts to reduce impacts on the environment as a result of airport activities. This is especially true regarding aircraft noise and storm water runoff. Starting with this issue, *Plane News* will include articles regarding aircraft noise and our efforts to reduce the impact as a regular feature.

We've also initiated numerous actions to prevent pollutants from entering storm water runoff at our airports. In accordance with the Clean Water Act and State of California requirements, County Airport staff developed a very effective storm water program for our airports. This includes Storm Water Pollution Prevention Plans (SWPPPs) to help manage our storm water program. They include Best Management Practices (BMPs) designed to prevent pollutants from entering the storm water runoff, inspections to ensure the BMPs are effective, and reporting procedures to document our actions.

BMPs include such things as good housekeeping procedures, storing hazardous materials in approved containers with adequate containment and proper labels washing aircraft in approved wash racks, etc.

Although the County of San Diego owns and operates the airports, County staff actually perform a very small portion of the industrial activity conducted at our airports. Most industrial activity at County airports, including aircraft refueling, aircraft maintenance and other industrial activities, is accomplished by airport users.

It is extremely important, therefore, that airport users support our efforts to ensure we comply with all storm water requirements. It's the right thing to do to protect our environment. Also, there are very stiff penalties for non-compliance. (*See story on Page 1*)

We ask you to share our efforts to ensure we operate the safest airports possible with the least impact to the environment. If you have any questions regarding this issue, please contact me, one of our airport managers, or Eric Nelson, our airport engineer.

### Gillespie's New Warrior

This year, as in years past, wildfires ran rampant through San Diego County. In fact, San Diego and the California Department of Forestry and Fire Protection (CDF) have a fire history that is unmatched anywhere in the nation.

So, as part of the "Fire Safe, California!" initiative, CDF teamed up with Governor Gray Davis, Supervisor Dianne Jacob, and the San Diego Sheriff's Department to station a new weapon at Gillespie Field: Helicopter 303.

The Sikorsky S58T transports up to nine, rapid-reaction trained firefighters to locations throughout California. It reaches a cruise speed of more than 120 miles per hour and carries 420 gallons of water and foam solution with each flight.

According to CDF Director Andrea Tuttle, Helicopter 303 "will greatly enhance not only CDF's mission, but it will also support local fire and law enforcement agencies within the County."



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## Tail Section

**George Kalin** joined Airports staff in early August as the new Airports Service Worker at Gillespie. He came from San Diego County's Agriculture department... **Sunny Barrett** returns to County Airports in September as Program Coordinator for redevelopment, finance and administration. She replaces **Sylvia Gustafson** who recently retired... In a small but poignant ceremony, Palomar Airport staff, employees of **United Express** and **America West Express**, business owners and members of the public met on September 11 to honor those who lost their lives a year earlier in terror attacks at the World Trade Center, Pentagon and in Pennsylvania. Airport Manager **Floyd Best** said so much has changed in the aviation industry since the 9/11 events, it was important to thank those who've done so much..

